

## Safest Place on Earth Is on Board An Ocean Steamship; Despite Storms

Safety Precautions Make Life Longer on Land—Walking in City Streets More Dangerous Than Traveling on Trains.

WASHINGTON, D. C., Oct. 11.—The "safety first" movement is gaining much importance as to rank among the most significant of new departures in civilization. City after city is taking it up in the management of street traffic, manufacturers all over the country are adopting systematic precautions for the protection of their employees, and the railroads are devoting themselves with utmost diligence to the study of means whereby killings and maimings on the iron highways may be rendered more infrequent.

It is high time that something was done. According to the latest government figures, 25,000 work people each year in this country are killed at their work, and more than 1,000,000 receive disabling injuries. From 2000 to 4000 men annually lose their lives in our mines and quarries. The railroads every year, taking an average, kill 325 passengers, and 3200 of their own employees.

The death rate for passengers, however, is relatively low, when one comes to think of it. An average person travels 23,457 miles before he is injured on such a craft as to be on land. The average man, during any given twelve-month, has one chance in 2500 of being fatally hurt on land; on the ocean his chance of losing his life by an accident is only one in 25,000. Ships sink, but not often, and it is hardly possible for anything untoward to happen to a passenger on shipboard, unless he falls down stairs or through a hatchway.

Traveling in these days is remarkably safe. It is safer than staying at home. Much safer, indeed. Home is rather a dangerous place. The Travelers' Insurance company, of Hartford, is authority on this statement. It says 26 percent of all disabling accidents happen at home. One reason for this is that at home one is not so much guarded against such mishaps as they are when on the street or in other public places. Take the matter of walking around in the dark for instance. A man will often do that at night in his own house rather than bother to light a match, and the first thing he knows he bumps into something and gets hurt.

**Surprisingly Easy to Get Hurt.**

It is surprising how many different kinds of accidents can happen to a man in his own home. A young man band gets up in the night to heat the baby's milk. Half asleep, he falls over a chair and breaks his head. A woman has to stoop to light a match by scraping it on the floor and his nose comes into contact with the edge of the table. In the dark he may even "get lost" in his own bedroom. Who is there then, who has not had this annoying kind of adventure? Quite absurd, and very unsafe.

The wife is by no means exempt. She has her own home perils to encounter. If she does any cooking, she is bound to burn or scald herself severely now and then. Her cutting iron is a source of danger, unless she handles it carefully. The gas stove, if out of order, may suffocate her with carbon monoxide.

From the very moment of our entrance into this world of toil and trouble we are exposed to accidents. Every year in this country, says the census bureau, 600,000 babies are born. These might fairly be classed among the perils of home, inasmuch as home is the place where babies usually are born.

**Danger of Accidental Death.**

You are four times as likely to meet a violent death as to die of old age. But, of course, this is accounted for by the fact that most people are carried off by disease long before reaching the period of ultimate senile decay. In the United States 100,000 persons meet violent deaths in every twelve-month, without counting suicides and homicides.

If you are a man the chance is nearly one in ten that you will die sooner or later from an accident of one kind or another. Women are not exposed to fatal mishaps to any such extent. Each year, one man in every seven meets with a fatal accident. Among women the ratio is one in 12.

If an average man could live 1000 years he would suffer 142 disabling accidents. Of these, 48 would be incidental to his work, 25 would occur on the streets, and 12 would be due to amusements. During the period mentioned he would lose one leg or arm; he would have an even chance to be killed once; he would receive internal injuries twice; his head or face would be severely damaged 12 times; his arms or hands 25 times; his legs or feet 26 times, and his fingers 48 times. About 23 percent of all disabling injuries are due to the factors mentioned.

**12 Percent of Accidents on Streets.**

Twelve percent of all accidents to people in cities happen on the streets. If the average citizen should meet with 100 serious mishaps on his walks abroad, he would have 68 bad tumbles; he would be hurt 10 times in boarding or disembarking from cars; he would be knocked down or otherwise injured by horses and vehicles six times, and he would be bitten by dogs four times. The rest of his mishaps would be miscellaneous.

Modern civilization in some of its aspects is humane. In other ways it is a wholesale destroyer. The manufacturing industries maim and kill on a large scale.

Most dangerous of all mechanical occupations, apparently, is that of workers in iron and steel. The chemical industries, next, particularly the manufacture of nitrate and sulphuric acids, which are liable to explode. Naturally, the making of explosives, such as gunpowder and dynamite, is attended with exceptional perils. And the same is true of the work about entirely from the malady, so common among matchmakers, known as "phosphy jaw."

**Machinery Kills More Than Battles.**

Machinery claims more victims annually than fell in any battle of the civil war. On an average, four carpenters are hurt each year. Buzz saws do a good deal of damage to carpenters; tools cut them; their fingers fall upon their stappings collapse beneath them, and they are subject to other kinds of accidents. Farmers have the same same accident rate as carpenters. They operate machinery, and much of their work is done with horses.

Horses are dangerous animals. They cause nearly 8000 deaths per annum in this country. Twelve percent of all fatal or disabling accidents are attributable to them. Of deaths incurred incidental to transportation, the horse is responsible for 40 percent. In 100 mishaps where horses are concerned, a person will be pitched out of vehicle 42 times, kicked 18 times, knocked down 12 times, bitten three times, damaged in getting in or out of vehicles eight times, stepped on eight times, and thrown three times.

**Autos Not Very Safe.**

Whatever the motoring enthusiast may urge in behalf of automobiles, he can hardly claim that they are very safe. In this country, on an average, they kill four persons every day in the year. A remarkably large percentage of these killings (as the daily newspapers will show) is due to the practice of trying to cross railroad tracks ahead of approaching trains, or without taking the trouble to make sure that the line is clear. Somehow it would seem as if the habit of driving an automobile tended to engender recklessness.

Sixty thousand people are killed or injured on the railroads of the United States every year. Wellington won Waterloo and Meade the battle of Gettysburg, with losses of 22,185, and 23,000 respectively. The total losses on both sides at Shiloh in two days' murderous fighting did not reach 24,000. But, as already stated, it is not the passengers who suffer, relatively speaking. And the worst victims are the railway mail clerks, 400 of whom are killed or wounded each year—that is to say, about 4 percent of the personnel. They are exposed not only to the ordinary mishaps of travel, but to attacks by robbers, against whom they are expected to defend the mail with their lives.

**Water Claims 3500 Annually.**

Thirty-five hundred people in this country perish by drowning every year, nine-tenths of them men and boys. About 2250 die of burns and scalds, and of these two-thirds are fatal. Six hundred persons are smothered to death by gas or other means, and about the same number are killed by sunstroke. More than twice as many women die of surgical operations as men.

**Suicide Is the Chief Cause of Violent Deaths.**

It fills more graves than the locomotive. In each 100,000 of population 13 are killed annually by the railroads, while 18 take their own lives—that is to say, total of over 15,000 persons per annum. Poison is the favorite means of self-destruction, especially with women. Shooting comes second, though rarely employed by

—By  
Rene Bache

persons of the gentler sex), and hanging, gas, the knife, and drowning follow in the order given. Every year nearly 7000 persons in the United States are victims of homicide.

**The Safe Occupations.**

Among the occupations deemed safest by the accident insurance companies are those of school teacher, stenographer, typist, editor, accountant, sculptor or painter, and ticket seller. But none of these is safer than the employment of the commercial traveler.

Although he goes about so much, he is a person of keen intelligence, and he knows how to take care of himself. His journeys are made in Pullman cars which are not often badly smashed in a railway accident. It is twice as risky to be a clergyman as to be a drummer.

**Safety Comes With Age.**

The older a man is the safer he is from accidents. Between the ages of 15 and 24 his perils are greatest, because of his relative activity and lack of caution. He is least in danger between 40 and 50 years of age. When he has reached 65 the companies will not accept him as a risk. His bones by this time have become brittle. If he falls downstairs he is pretty sure to break something, and, owing to diminished vitality, his recovery from any kind of injury is slow.

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I was doing this class of work years before any specialist who operates under his own name or under any other name today in this city, regardless of the claim they make. I DO NOT TREAT PEOPLE BY MAIL, who have not been to my office for examination. I have no humbug books to send out or any other fake scheme to get you as a patient.

I APPEAL TO INTELLIGENT MEN AND WOMEN, people who have sense enough to know when they are needing a sure to go to a doctor who is reliable and who can furnish reports of results as do the following representative people.

Mr. O'Rea, who lives at 1321 Overland Street, and whose family ranks second to none, says: Dr. Milam treated my wife several months since for a peculiar tumor formation that the female sex only know. She was very seriously ill but has regained her former strength and is today in better condition than she has been for years. I regard Dr. Milam as being everything that honor and ability mean.

### VARICOCELE.

is found in men of all ages, frequently developing before puberty. It is not necessarily caused from special diseases but does accompany, if not an exciting cause, a majority of all weakness or nervous debility. There can be no permanent restoration until the varicocele is cured. Quacks take advantage of the public's ignorance in offering to cure with medicines and even by mail without knowing the actual condition. Is there any wonder that so many men have lost confidence in the doctors?

### MEN, GET TREATED RIGHT OR KEEP YOUR MONEY.

Read the following statement of experience of a young man who was born and raised here, who is known by thousands. His condition was not caused by immoral acts, therefore he does not hesitate to speak some things as a matter of warning:

Mr. W. Wagner says: I wish to make a statement for the benefit of those of my age and it may apply also to older men, hoping that they may not get humbugged as I was. I knew that I had something wrong with me and because I read wonderful statements from some so-called specialists here I went to them with confidence and they took my case with a verbal guarantee to cure my condition. I went for months faithfully to meet first one doctor and then another, and they would tell me as many different things to do until I became disgusted and told the supposed owner of the concern what I thought about the whole bunch. They had my money and I had the experience with nothing toward a cure. I felt so bad over the matter that I had almost arrived at the point of believing that all doctors were robbers. About that time a friend told me of a doctor here who did really cure people and did what he promised. It sounded so good that I went to see him and am happy to state that he cured me with just one treatment. I feel grateful of course, Men, if you want to get well go to Dr. Milam, who will tell you just what you have and what it may cost. You may have to pay him more than some quacks I know but he will do what he promises.

### OBSTRUCTIONS.

THIS IS THE MOST IMPORTANT TREATMENT THAT THE AVERAGE MAN NEEDS and the least recognized by the patient as well as the average inexperienced doctor. Twenty-five percent of all men have obstructions or at least from infancy. Thousands get in this condition from disease, some know their condition, others do not until they get older and become nervous wrecks and seem surprised when told what the cause is. It seems so little to produce such monstrous conditions. THIS CONDITION HAS CAUSED MORE TROUBLE, WRECKED HOMES, MISERABLE LIVES, AND LAST BUT NOT LEAST, SUICIDES, than all other diseases peculiar to men. As it gets older the man begins to recognize he has something—premature nervous spells, and he begins to hunt fake medicines that offer a cure and in many cases inefficient doctors, who promise to cure for a pittance, but the process of retrogression goes steadily on until he becomes a pitiful object to behold.

Man, if you have any such condition wake up and get busy before your life is wrecked. Don't you value happiness, health, your very existence, enough to go to a reliable man and get made over right? Necessity demands it. Do not put it off longer. Mr. C. L. Sheay, an old railroad conductor and an officer in the Order of R. R. Conductors, possibly the best known railroad man in the city says:

I had suffered for many years with obstruction, had tried many doctors with no benefit whatever, was practically a nervous wreck. I had reached that state that I could not make my run half the time and had little confidence in Dr. Milam or any other doctor, but after he examined me I saw that he knew what he was about and he made me such a fair business proposition that I began treatment, never believing that I would be the man I confess I am today.

The fact is Dr. Milam has made a new man of me and I am glad to tell it to the world because if my statement will help one poor soul to get right it will be well said. I have gained about 25 pounds and my crazy nervous condition has entirely gone, in fact I feel as if many years have been added to my life.

We might go on enumerating the various conditions as blood poison, bladder, kidney, stomach, catarrh, etc., that he cures with thousands of similar statements as are given above but these are sufficient to prove to the intelligent mind that Dr. Milam cures difficult troubles.

These statements are given to show the great work Dr. Milam has and is today doing in El Paso. This entire paper could be filled with statements similar to the above, but we think these enough to convince the intelligent mind that Dr. Milam does what he promises.

If I should give names and statements from people who have been cured of special diseases the public would stand aghast to know that there was so much of this class of work. You never have seen and never will see any statement from this class of patients. I do not make public this class of work. All special diseases are treated as secretly confidential and you need not expect to see them in similar statements, yet I have permission to furnish names by the hundred who have been cured if you call at my office and desire to make a personal visit or investigation.

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